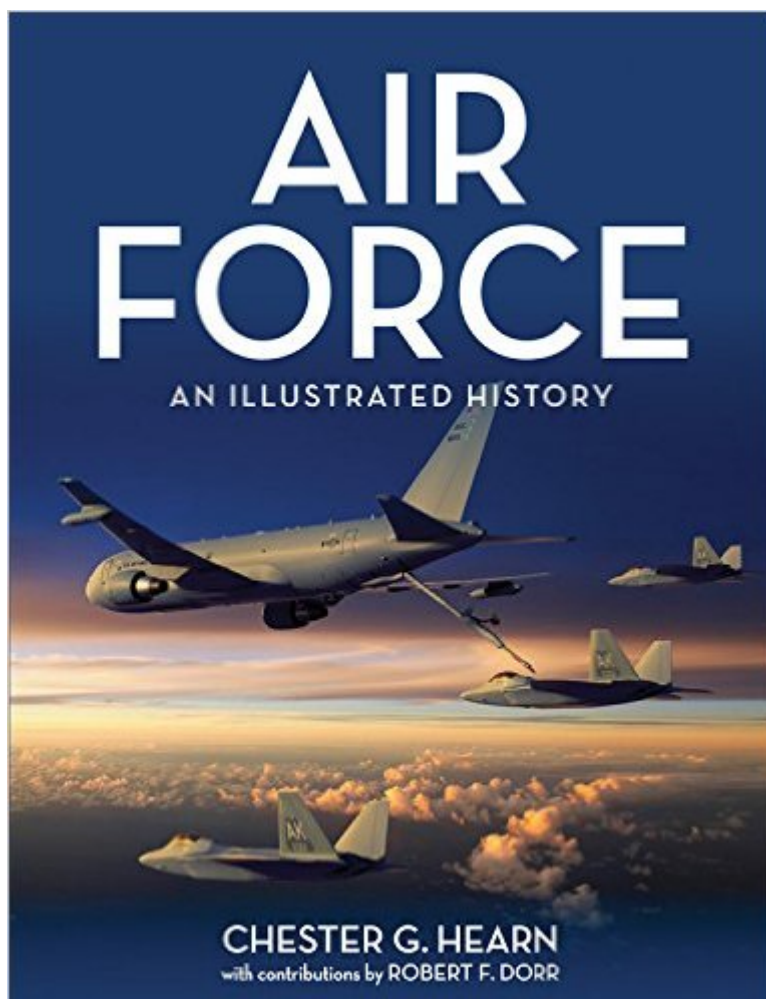


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Air Force: An Illustrated History



Synopsis

Read the entire history of how the USAF flies, fights, and wins. From its beginning in 1907 as the Aeronautical Division of US Army's Signal Corps, with just one officer and two enlisted men, the United States Air Force has grown to become the foremost aerial armed force. American aviators performed valiantly in World War I with intrepid pilots such as Eddie Rickenbacker and Frank Luke leading the way. Between the wars, aviation, commercial, and military resources around the world grew by leaps and bounds as the numbers of aircraft in service and their capabilities tremendously increased. Although the Army Air Corps, as it was known at the time, was no better prepared for World War II than the rest of the army, it had developed a highly professional corps of experienced officers who would be able to take advantage of the latest American aircraft technology like the B-17 Flying Fortress and the P-51 Mustang. With the end of the war and the creation of an independent armed force in 1947, the United States Air Force leapt into the jet age with such icons as the F-86 Sabre and the remarkable B-52 Stratofortress. *Air Force: An Illustrated History* is a book that no enthusiast of the world's largest, most powerful, and most versatile air-combat force will want to miss!

Book Information

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Customer Reviews

AIR FORCE, AN ILLUSTRATED HISTORY is the worst single-volume history of the USAF I can remember reading! It's so filled with errors, misstatements, etc. you wonder whether the author thinks he knows the subject better than he actually does or he's just sloppy in writing up what he knows. It's obvious from the book Zenith Press didn't bother to double-check Hearn's manuscript

before publishing it. Whatever the reason, AIR FORCE, AN ILLUSTRATED HISTORY is one badly done history. Here's a random sampling of MISTAKES/MISTATEMENTS. p.31: All the sources I've seen credit the Lafayette Escadrille with 40-41 kills not 57. p.32: That's Capt. Alan Wilkinson not Wilkenson. p.33: None of Lufbery's 17 kills were claimed with flying with the 94th Squadron. p.50: The British did not get North American to build P-40s; Curtiss just built more plants. The Brits' request got NAA to develop the P-51. p.56: Donovan not Donavon Berlin designed the P-40. p.56: The AVG made their name flying P-40Bs not Es. (p.61/66: Why are pix of B-25s included in the 8th AF section; the 8th didn't fly 'em). p.70: The 'Tidal Wave' B-24 groups became separated because they were cruising at different speeds not because of heavy overcast. p.71: The P-47 served with (1) the 9th AF not 9th Fighter Command and that was (2) in England not Africa. p.71 again: "The P-61...never met performance expectations;" really!?! p.75: The 12th AF flew B-26s in 1943/44 not A-26s. p.92: B-24s and B-25s did not take part in the Battle of Midway; B-17s and B-26s did. p.98: Tom Lanphier did not lead the Yamamoto mission; John Mitchell did. And only one squadron - the 339th - was involved not three as Hearn alleges. And on and on and...Let's talk MISCAPTIONED PHOTOGRAPHS. p.

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